

**FINANCIAL PLAN REQUIREMENTS
SUMMARY COMPARISON
FTA vs. FHWA**

FTA

Summary of Agency's 20-year cash flow projection (funding sources, revenue forecasts, other planned project costs, annual O&M expenses, etc.) required.

Cash Flow Analysis based on Agency.

FTA does Agency Financial Capacity Assessment. Audited financial statements, rail and bus fleet management plans, etc. required.

Letter of Certification not required.

Full Funding Grant, so therefore federal funds are capped.

Non-federal funding sources must be formally approved and programmed prior to FTA approval of the FFGA (must attach legislation, signed local agreements, MPO commitments, bonding prospectus and authorization to issue debt, etc.).

Cost Estimate in year-of-expenditure or mid-point of construction.

Project contingency line item required.

Cost containment strategies not required.

EIS and MIS documents required to help identify commitments in the FFGA.

Follow-up reviews conducted on grantee's capacity.

In General: Financial Plan requirements are more **Agency** focused.

FHWA

Agency 20-year projection not required.

Cash Flow Analysis based on Project.

No Agency Financial Capacity Assessment.

Letter of Certification from STD required.

Federal funds generally not capped.

Finance Plan approval based on "likelihood" of realizing non-federal funding sources. Generally, non-federal sources not acceptable if legislative action is required...discuss risks of non-federal sources. Attach agreements, commitments, etc.

Cost Estimate in year-of-expenditure.

Project contingency implied in attachments, but not absolutely required.

Cost containment strategies (VE, Upset limits, etc.) required.

EIS, MIS documents available, but reference to commitments not included in Finance Plan.

Annual Updates to Financial Plan required.

In General: Financial Plan requirements are more **Project** focused.